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1993

REGIONAL BICYCLE NETWORK
IMPLEMENTATION PROGRAMME

PROGRESS REPORT
SPRING 1993 -



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Regional Bicycle Network Implementation Programme PROGRESS REPORT

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GOVERNMENT DOCUMENTS

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In May 1992, Regional Council adopted a Master plan for developing a bicycle transportation network consisting of bike routes, bike lanes, and bike paths.



The Region has started to implement the network and priority alignments have been chosen that would benefit both commuter and recreational cyclists.

The Region has been working with the area municipalities and the Hamilton Region Conservation Authority in the development and implementation of the Master plan.

The Province of Ontario has recently revised their bicycle policy supporting the bicycle mode as an essential means of transportation. Bicycle facilities are now eligible for provincial funding.

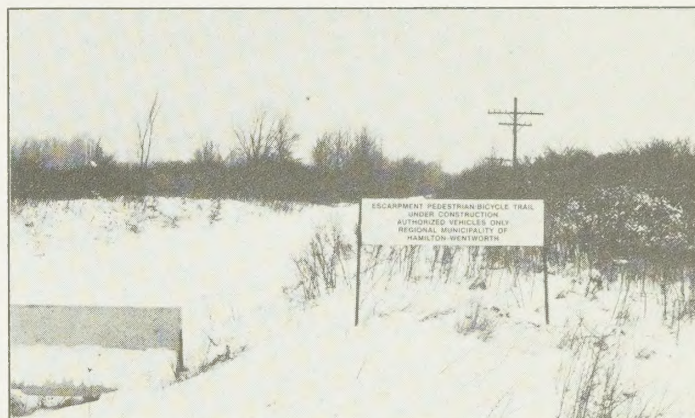
Current Investigations

- Promotional map of existing and potential commuter and recreational routes.
- Escarpment crossing locations (as part of the Regional Transportation Review Study).
- Types of and locations for bicycle racks.
- Bicycle parking at the new Hamilton GO Centre.
- Upgrading of the path adjacent to Cootes Drive.

Bike to Work Week

May 31 to June 6, 1993

Escarpment Rail Trail



The major topographical feature in the Region of Hamilton-Wentworth is the Niagara Escarpment. This ridge, approximately 100 m high, separates the lower and upper areas of the Region. The escarpment is crossed by a number of roads, none of which is easy to cycle.

The Regional Bicycle Network Study identified the abandoned CN Rail from Wentworth Street to Limeridge Road as a priority for development. A bicycle path in this right-of-way has a shallow grade and provides an accessible escarpment crossing for cyclists.

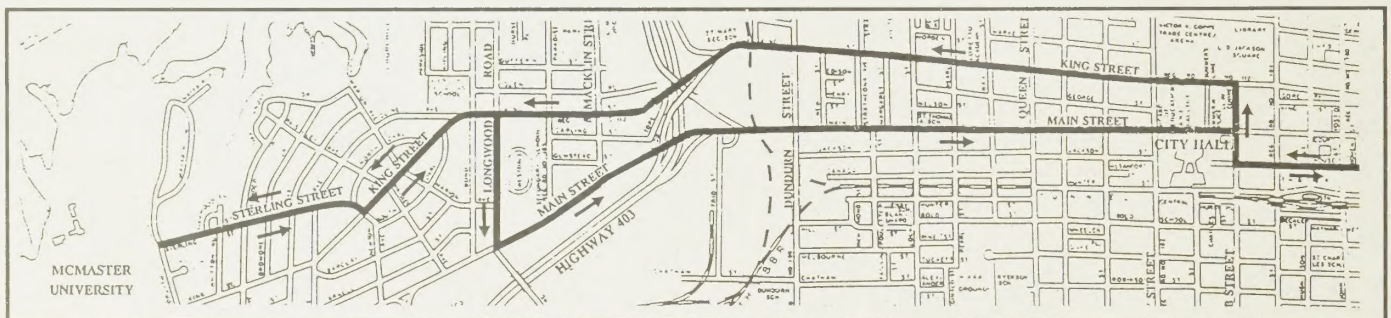
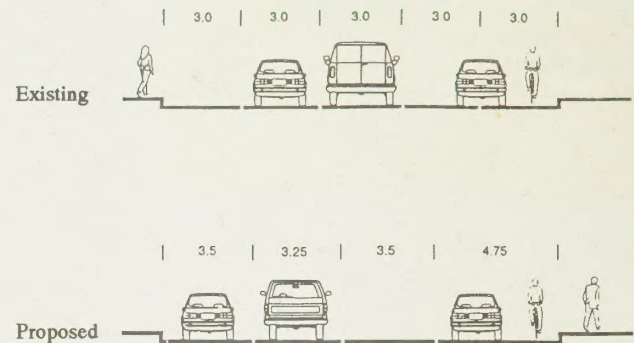
The trail will be shared between cyclists and pedestrian/hikers. The Bruce Trail already uses a section of the right-of-way. Motorized vehicles will not be allowed, with the exception of maintenance and emergency vehicles.

The railway tracks and ties were removed in the Fall of 1992. Tenders for trail construction will be called shortly, with the trail opening planned for the summer of 1993.

Wider Curb Lanes on Main and King Streets

The Main/King street route is an essential link in the bicycle transportation network. The route is preferred by commuter cyclists as it is continuous and direct from McMaster University to the Hamilton downtown core. Regional Council recently approved the re-stripping of the pavement with wider curb lanes between Longwood Road and MacNab Street in May 1993. During the one year demonstration project the usage by cyclists and the impact of fewer traffic lanes on vehicle operations will be monitored.

TYPICAL SECTION - MAIN STREET



Upcoming Public Information Centres

Public information centres were held at McMaster University, Mohawk College and at Jackson Square in November of 1992. The following information centres are planned for April 1993:

Friday, April 2, 1993

4:00 p.m. - 9:00 p.m.
Eastgate Square (Bay Court)
75 Centennial Parkway North
Hamilton, Ontario

Thursday, April 8, 1993

4:00 p.m. - 9:00 p.m.
Lime Ridge Mall (Bay Court)
999 Upper Wentworth Street
Hamilton, Ontario

Hamilton-Wentworth Regional Cycling Committee: 522-8411
Hamilton Bikeways Committee: 546-4646
Ancaster Bikeways Committee: 648-6734
Dundas Bikeways Committee: 628-6654

Hamilton - Jerseyville Trail

The Hamilton Region Conservation Authority is developing a multi-use trail in the abandoned TH&B Railway right-of-way between Hamilton-West and Jerseyville. This primarily recreational path through the Dundas Valley and the rural areas of Ancaster forms part of the overall Regional network.

The section of the trail from West Hamilton to the Dundas Valley Conservation Area will be open for cycling later this spring. The entire project is scheduled for completion in late 1994 or 1995.

Regional Bicycle Network Implementation Programme
Progress Report
is a publication of the
Regional Municipality of Hamilton - Wentworth
Should you have any comments, suggestions, or
questions, please contact the

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